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CORNELL'S OARSMEN WHO "ROWED THEIR HEADS OFF FOR COURTNEY" AND CRACK SYRACUSE EIGHT WHICH BEAT THEM

Copyright by Underwood & Underwood.
The Cornell varsity crew, which finished second at Poughkeepsie yesterday after a great battle.GREAT RESERVE POWER
OF TRIUMPHANT CREWS
APPARENT AT ALL TIMES

Early Brush Between Eights of Syracuse and Cornell in Both Varsity and Junior Races Reveal Latent Strength That Is Used to Advantage Later.

By CONSTANCE S. TITUS.
Retired Amateur Champion at Sweeps and Sculls.

POUGHKEEPSIE, June 17.—Syracuse's varsity eight defeated Cornell by 2 1/2 lengths in the annual race on the Hudson today. It was a great race between the two crews after the first mile was reached, but at all times Syracuse was in the lead. Up to the three mile mark, first Syracuse had half a length, then three-fourths of a length, then Cornell came up with a great spurt, gaining a few feet.

Here is where Stroke Whiteside of Syracuse showed rare judgment. He responded to every spurt that Cornell made. At times it looked as if these two crews were glued together, rowing stroke for stroke. The only salvation Cornell had was to try to row Syracuse down at the three mile mark because the Ithacans were aware of the fact that the Orange eight had a reputation as very hard finishers and great sprinters in the last quarter, which was shown in the junior varsity event, which Syracuse won this afternoon.

It took the junior race in a wonderful manner, going away from Cornell in the last half mile.

Owing to the roughness of the water the big race did not start until 7 o'clock. At the crack of the gun, Columbia caught the water first, getting in 15 strokes a minute. Pennsylvania whipped in a very high stroke of 40 a minute. No. 7 in the Syracuse shell missed the water and the crew got a very bad start, rowing 35 a minute. Cornell got away rowing a very low stroke of around 25.

Crews Have to Start Twice.
Before a dozen strokes were put in some one in Columbia jammed his seat; the coxswain held up his hand and the referee stopped all the crews for a fresh start. There was a very heavy ground swell rolling, and the water was very rough for the first mile or so. A stiff south breeze was backing the tide.

On the second attempt to send the crews away every one of the crews got a good start. In fact, Syracuse beat the gun. At the first quarter mile Columbia was leading by a quarter of a length. Penn was second, Syracuse third and Cornell hadn't even got going well. As they reached the half mile post Syracuse had taken command of the race, leading Pennsylvania by a quarter of a length. Columbia was the same distance behind Pennsylvania, and Cornell was about the same distance behind Columbia.

At this point Syracuse was showing great power in her stroke, and her beautiful watermanship was assisting her greatly in the rough going. Every body thought that Pennsylvania was a factor in the race, but as they passed the mile post the Orange crew was a length in advance of Penn. Cornell was lapping Pennsylvania and Columbia was lapping Cornell. At this point all the crews were rowing well within themselves, keeping their stroke good and long, with a nice body swing. Pennsylvania was rowing in beautiful form, but at times Cornell's oars were hitting on the water, and they could not clear very well on the reach out.

Syracuse Has Open Water.
Just a bit past the mile post there was open water seen between Syracuse, the leader, and Pennsylvania. It was

a beautiful race. At the two mile mark the crews began to change positions. Cornell was coming up on Syracuse, foot by foot, but Ten Eyck's famous young giants still were leading by a length. Pennsylvania and Columbia were dropping back—they were nearly on even terms at this point. Cornell was rowing a length behind the two leaders. Here the Quakers began to tire. The water conditions improved as the crews neared the bridge. Cornell was extending herself at every stroke and the sun on her shell was beautiful. It was plainly seen that Syracuse had planned to carry Cornell along at as fast a pace as she could set, for at any time Ten Eyck's crew could go away from the Ithacans in the various spurts they had. In other words, Stroke Whiteside had felt his only opponents out and he knew he could outspurt them if it came to the final test.

Cornell Makes a Spurt.
At the 2 1/2 mile mark Cornell came up on Syracuse until the latter was leading by only three-quarters of a length. Columbia was leading Pennsylvania by half a length. Here the Quakers began to tire. The water conditions improved as the crews neared the bridge. Cornell was extending herself at every stroke and the sun on her shell was beautiful. It was plainly seen that Syracuse had planned to carry Cornell along at as fast a pace as she could set, for at any time Ten Eyck's crew could go away from the Ithacans in the various spurts they had. In other words, Stroke Whiteside had felt his only opponents out and he knew he could outspurt them if it came to the final test.

As they reached the bridge, which is the three mile mark, open water was seen between the two leaders. Columbia was three lengths in the rear and backed power in her crew. However, her swing was pretty and watermanship good. Pennsylvania was five lengths astern of the leaders, rowing in good form, but lacking speed, as she was too new a combination for a four mile race. The strokes were cocked at: Syracuse, 33; Cornell, 28; Columbia, 33, and Pennsylvania, 32.

At the 3 1/2 mile mark Cornell began to come up on Syracuse very rapidly with a great spurt, getting the bow of her shell up to Syracuse's coxswain. Here is where Syracuse showed her great reserve strength. In less than an eighth of a mile more she not only disposed of the lost ground which Cornell had made up, but came open water to be seen between the shells. First a quarter of a length, then a half, and gained steadily until the finish line was reached. She crossed 2 1/2 lengths in advance. Columbia was still at least five lengths in the rear—and Pennsylvania was three or four lengths behind Columbia.

Cornell Drops Back.
At the bridge was reached, which marked the first mile, half of the race was rowed, with Cornell still in the lead by three-fourths of a length, but Syracuse pushing her hard. Columbia was third and Pennsylvania fourth, these latter crews practically out of the race. Here Cornell was rowing 28 strokes a minute, Syracuse 31, Pennsylvania 30 and Columbia 28.

Orange crew was leading the lead and White by one-fourth of a length, going strong. Columbia still was third and Pennsylvania had fourth. From there it was only a question of by how many lengths Syracuse would be the winner. Although the Cornellians hung on gamely, Syracuse won by two lengths in 11 minutes 15 3/5 seconds. Cornell's time was 11 minutes 22 3/5 seconds, and Pennsylvania's 12 minutes 4 1/5 seconds.

Statistics of the Crews and How They Finished in Varsity Race Yesterday

SYRACUSE FIRST.
Bow, L. D. Sprague; No. 2, W. L. Glass; No. 3, P. L. Wallis; No. 4, A. J. Osman; No. 5, E. E. Hopkins; No. 6, L. J. Worden; No. 7, E. R. Williams; stroke, C. J. Whiteside. Average—22 years, 168 1/2 pounds, 6 feet. Coxswain, G. S. Jayne.

CORNELL SECOND.
Bow, H. K. Fernow; No. 2, L. R. Lytle; No. 3, R. H. Bacon; No. 4, F. J. Nellms; No. 5, G. A. Worn; No. 6, A. A. Cushing; No. 7, L. G. Brower; stroke, J. L. Collier. Average—22 1/2 years, 170 1/2 pounds, 5 feet 11 1/2 inches. Coxswain, G. S. Kephart.

COLUMBIA THIRD.
Bow, C. W. Sengstacken; No. 2, O. B. Myers; No. 3, R. R. O'Loughlin; No. 4, R. W. Lahey; No. 5, W. H. Diekmann; No. 6, W. N. Bratton; No. 7, R. O. Pennell; stroke, D. W. Leys. Average—20 1/2 years, 164 pounds, 6 feet 1/2 inch. Coxswain, M. Thomas.

PENNSYLVANIA FOURTH.
Bow, C. Geis; No. 2, E. Wirkman; No. 3, C. Glanz; No. 4, L. C. Guenther; No. 5, A. Woll; No. 6, G. W. Pepper; No. 7, W. E. Chickering; stroke, H. S. Ross. Average—20 years, 165 1/2 pounds, 5 feet 11 1/2 inches. Coxswain, A. J. Foster.

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Coach Jim Ten Eyck (left) and Capt. W. L. Glass of the victorious Syracuse navy.CLEAN SWEEP, SAY
ORANGE FRESHMEN

Expect to Land Third Victory for Syracuse Oarsmen in Race To-morrow.

POUGHKEEPSIE, June 17.—For the second time in the history of the Intercollegiate Rowing Association Syracuse won two races in one day. The double killing may, after a day's intermission, expand into a triple affair. At least that was the way the boys from Onondaga viewed things to-night, when it was announced that the freshman race could not be rowed until Monday.

"Well, that defers the inevitable, but it does not prevent it," was the way Walt Glass, captain of the proud Orange crew, viewed it. He is sure the Syracuse freshmen crew will follow the example set by the two varsity eights.

In the mad joy of victory Glass could not be expected to restrain his confidence. But fox Jim Ten Eyck said that he did not think his freshman crew would win. Regatta followers told Jim to repeat his prophecy to the inmates.

"You know," they shouted, "you had only a fair variety and a mediocre junior crew too!"

But Ten Eyck held firmly to his statement that he didn't think his freshmen crew were good.

Ten Eyck believes in no open door policy. During the training season the door to the boathouse is protected by a large padlock. Everywhere else in rowing colony the door is always open. But Ten Eyck has secrets which must not fall to any who might want to hear. The same system obtained to-night.

"Didn't fool you much, did I guess?" asked Ten Eyck with a grin. "I guess we demonstrated to many that we had more than a variety crew the year I never saw a crew row so close to schedule and hold another at bay the way my boys did to-night in that varsity race. Why, Cornell just had to stay a boat length behind. Whiteside just added a little extra steam to his drive. He just tantalized Cornell by showing he was not afraid of any sprint Collier might have in the race."

Mrs. Courtney sat on the porch of the Cornell mentor's house during the races and watched the crews with the aid of a pair of field glasses, but the "ward of the Hudson" spent the day in the seclusion of his room and dozed during much of the afternoon.

"It can't be helped; the boys did their best," was all he had to say about the contests.

Jim Rice, Columbia's coach, said: "The varsity was schooled in the fine points of rowing, but it lacked weight. Our crew was the lightest on the river and more technique could not overcome that handicap."

RACE SPECTATORS SAD AS
THEY WATCHFULLY WAIT

Delays Numerous, While Freshmen's Contest Is Postponed Until To-morrow After the Oarsmen Are Ready to Start—Surprise by Syracuse Juniors.

POUGHKEEPSIE, June 17.—While the result of the varsity race contained a measure of surprise because it was won so decisively by Syracuse, the victory of the Orange eight in the junior varsity race offered sufficient rebuttal to the experts to tell them completely. Cornell's junior crew, stroked by Kingsland, who proved the man of the hour in the Princeton-Yale-Cornell race three weeks ago by pacing a third Ithacan crew to victory, was considered a hot favorite. Everybody figured that it would win, the only ground for argument was by how much.

In the race, the first of the afternoon, was also the Pennsylvania crew which until ten days ago had been the varsity. It was Capt. Chickering and Coxswain Foster, who had rowed two years on Quaker varsity crews. They were asked to play with the new crew which Coach Wright had formed, but both said they would rather remain with their crew mates.

"We'll go down the old rut to hell," Foster put it.

"Chickering said that if the newly formed varsity had any chance at all it would be in the alignment that had proved its superiority in time trials. He was asked to play with the new crew with his men he finished his career at Pennsylvania rowing in a down and out crew."

Chickering not only did not row with his own varsity crew, but the shell which he did captain finished last, a dismal last. Even Columbia's combination of ponies, averaging 163 pounds, led the Quaker eight across the line.

But Chickering Only Smiles.
The drop from first varsity to the worst of four junior crews brought only a smile from Chickering.

"It's all in the game," he said, after the race.

Nothing could have proved a more fitting climax to this year's regatta than the finale resulting in trying to dispose of the freshman race. First having been refused June 30 or July 1 as the date for the regatta the board of stewards threatened to go to Lake Cayuga. This failed to meet with the approval of all concerned; so they planned the race for to-day.

From all quarters came complaints that the races would come so near eliminations as to interfere with the development of the crews. With this as a working basis it remained only for the

CORNELL RECORDS BEST
IN FORMER CONTESTS

Number of times a crew won championship since the formation of the Intercollegiate Rowing Association in 1895:
Varsity—Cornell, 14; Syracuse, 3; Pennsylvania, 2; Columbia, 2.
Junior Varsity—Cornell, 2 (race originated in 1914).
Freshman—Cornell, 13; Syracuse, 2; Pennsylvania, 1; Columbia, 1.
Time records in the contests:
Varsity Eight—four miles—18:53 1-5, Cornell, July 2, 1901.
Freshman Eight—two miles—9:11 3-5, Cornell, July 2, 1909.
Junior Varsity—two miles—10:54 1-5, Cornell, June 28, 1915.

SYRACUSE VICTOR IN
VARSITY AND JUNIOR
RACES ON THE HUDSON

Cornell Second, Columbia Third and Penn Fourth at End of Both Struggles Against Wind and Waves—Dark Before Big Event Gets Under Way—Freshman Tilt Put Off.

POUGHKEEPSIE, June 17.—Syracuse, first; Cornell, second; Columbia, third; Pennsylvania, fourth. Thus the four colleges finished in both the four mile varsity and the two mile junior races on the spattery Hudson this afternoon.

The freshman contest was postponed until Monday because the wind and tide, fighting at cross purposes, made the river so rough that the major event was not finished until nearly 8 o'clock, when the sun had set and lights were winking through a blue gray haze from the shores and the fleet of yachts and side wheelers below the Poughkeepsie bridge.

Through two-thirds of the programme, including the four mile classic, Syracuse "swept the river." For once the predictions of such experts as dared to guess on the winner came true when old Jim Ten Eyck's youngsters, matchless for this season, led Cornell past the finish buoy with a length of open water between the two shells at the end of the big race.

Four lengths behind Cornell struggled Columbia, rowing even and courageously, and two lengths back of Columbia Pennsylvania ploughed along. For all except the first mile of the four there were really two races. Up in front were Syracuse and Cornell fighting for first place, which Syracuse held consistently, even in a final wild spurt when "the big crew" challenged the Onondaga veterans with a magnificent but futile burst of energy and clamorous cheering. For those two crews, no others, were in the running.

Some Balm for Columbia.
Between Columbia and Pennsylvania after the first three minutes it was obviously a tussle for third place, and eventually the New Yorkers were easily victorious—with President Nicholas Murray Butler and Dean Kepple in the observation train getting what comfort they could out of a crew that gave all it had to give and at least was not last.

The four mile race was rowed in 26 minutes 15 3/5 seconds. Cornell's time was 20:22 3/5, Columbia's 29:41 1-5, and Penn's 26:52 4-5. Blame the elements for today's pace. Ebb tide was running swiftly down stream, favoring the crews, but a southerly wind that set in at 1 o'clock, and which was dead against them, it kicked up such a fuss that the four boats in the junior race were all but full of water when the course was covered. Then whitecaps appeared on the tossing river.

The officials decided to delay the varsity contest until the water flattened. The waters were obdurate. The crews and the crowds, among whom their hopes and fears were reflected, had to wait for more than two hours before Chief Steward Roque raised his megaphone and gave the signal to go ahead. Except among the immediate partisans of the four universities, there was no such show of sentimental interest in today's proceedings as flushed up last year, when the neglected crew from Stanford University blazed across the finish line and almost beat Cornell in a thrillingly incredible climax. Syracuse was the favorite to-day and Syracuse led virtually all the way.

Stanford was kept at home by the failure of one of its oarsmen to show up in time for the race. The boat, painted in fading letters on a closed boathouse, was the only reminder of the interest the Californians gave to the race a year ago.

Sentiment for Cornell.
Washington and Wisconsin, also contenders in some other Junes, were likewise absent. So the spectacle to-day was the traditional Eastern quartet—Cornell, Pennsylvania, Columbia and Syracuse—trying to clutch the varsity challenge cup presented in 1898 by Dr. Louis L. Seaman of Cornell.

Seekers for sentiment could find it, however, when they remembered that to-day was to end the coaching career of Charles E. Courtney, Cornell's rowing coach for thirty-five years. It was his last Poughkeepsie regatta and he didn't see it. His doctor would not even let him ride on the observation train. He sat in the Cornell quarters all the time. It is said, did not even look out of the window as the crews swept past. Nothing abnormal about that, however, if there is anything that The Old Man ever disliked it was paying too close attention to what the boys were doing when they were out of his hands on the day of the race.

The Cornellians felt pretty badly, however. They wanted to Godspeed Courtney with a final victory to add to his long list. As it was Cornell rowed a beautiful race and attributes its defeat only to the greater experience of the tall and muscular young gentlemen who put Syracuse back on the map of rowing.

Cornell's Stroke Slowest.
True to form, Cornell rowed the slowest stroke on the river. When others were pounding along at 32 and 34 to the minute Capt. Johnny Collier, stroke of the Ithacans, was keeping his men down to a steady 28. Only in the last

stroke did he speed up to 36. As with Cornell, not a man in any of the other boats collapsed. The race throughout was a credit to the trainers. As for the weather, it was not so bad. There considering what was expected. There were showers in the morning, a few tentative drops in the afternoon, but the sun appeared at intervals after 5 o'clock and in struggling through the haze gave the scene of the regatta a saltness that was trying to the athletes. The city of Poughkeepsie was all fussed up with Poughkeepsie regatta, and the swarms of men and women who were trying to get from Poughkeepsie over to Highland in time to board the observation train. They kept racing in front of the ferryboats and shouting "Stop!" which the boats had to do, while some river steamboat or other that had the right of way, although invisible below the haze, at the moment, made its majestic appearance.

Some Miss Race Altogether.
One load of Poughkeepsie boats detained reached the west shore just in time to scramble aboard the observation train before the first race was started. At 5 o'clock the boats were all up until the first race was finished, and still another was halted in midstream for keeps. All that its huddled passengers saw was a then with observation train tickets in their hands saw of the varsity race could be expressed by a couple of exclamation points and a shower of asterisks. But Uncle Sam's young officers had a splendid afternoon.

There were thirty-nine cars in the observation train, and some of them were not filled with spectators along the shores and on the hills were also fewer than usual. That was properly blamed on the forbidding weather of yesterday and this morning.

About a third of the customary number of private yachts swung at anchor in midstream near the finish mark. Among them were Vincent Astor's Norma, and the quilla owned by J. J. Musick of Philadelphia, J. O. Payne's The Big Dipper, and the Black owned by John Bliss of Brooklyn.

When the observation train pulled up to the starting point for the junior races, the first of the day's two races, it found the stewards' boat and Referee John E. Eustis, a former Public Service Commission man, standing ready to get the crews off exactly on time, which they did.

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